

an inside lever positioned parallel to the open link and movable into and out of engagement with the open link;

an electric driving source having a gear member; and

a rotary gear member arranged between the swing lever and the electric driving source to be meshed with the gear member of the electric driving source, the rotary gear member being directly and engagably connected to the swing lever.

4. (Amended) A door lock system for a vehicle according to claim 1, further comprising:

an opening lever perpendicularly arranged relative to the open link.

7. (Amended) A door lock system for a vehicle according to claim 2, further comprising:

an opening lever perpendicularly arranged relative to the open link.

8. (Amended) A door lock system for a vehicle according to claim 3, further comprising:

an opening lever perpendicularly arranged relative to the open link.


~~B3~~  
9. (Amended) A door lock system for a vehicle according to claim 6, further comprising:

~~an opening lever perpendicularly arranged relative to the open link.~~

~~B4~~  
18. (Amended) A door lock system for a vehicle comprising:  
a rotatable latch including a latch groove for receiving a striker of a vehicle body;  
a rotatable pawl adapted to contact the latch to prevent rotation of the latch, including a unitarily rotatable element that rotates unitarily with the pawl;  
an open link adapted to contact the unitarily rotatable element to rotate the unitarily rotatable element and the pawl so that the pawl is moved out of contact with the latch;  
a swing lever connected to the open link;  
an inside lever adapted to be operated through operation of a door handle so that the inside lever moves into engagement with the open link upon operation of the door handle to move the open link and moves out of engagement with the open link upon release of the door handle;  
an electric driving source having a gear member; and  
a rotary gear member arranged between the swing lever and the electric driving source and in meshing engagement with the gear member of the electric driving source, the rotary gear member being directly connected to the swing lever.

*Kindly add the following new Claim 21.*

- Sub  
Ex  
D1
- 21. (New) A door lock system for a vehicle comprising:
- a rotatable latch including a latch groove for receiving a striker of a vehicle body;
  - a rotatable pawl adapted to contact the latch to prevent rotation of the latch, including a unitarily rotatable element that rotates unitarily with the pawl;
  - an open link adapted to contact the unitarily rotatable element to rotate the unitarily rotatable element and the pawl so that the pawl is moved out of contact with the latch, the open link being shiftable between an unlocked position and a locked position;
  - a swing lever connected to the open link;
  - a movable inside lever adapted to be operatively connected to a door handle to move in response to operation of the door handle, the inside lever having a part engageable with an engaging portion of the open link when the open link is in the unlocked position so that movement of the inside lever resulting from operation of the door handle causes the open link to move into contact with the unitarily rotatable element, the part of the inside lever being unable to engage the engaging portion of the open link when the open link is in the unlocked position so that movement of the inside lever resulting from operation of the door handle does not cause the open link to move into contact with the unitarily rotatable element;
  - an electric driving source having a gear member; and
- B5

 a rotary gear member arranged between the swing lever and the electric driving source and in meshing engagement with the gear member of the electric driving source, the rotary gear member being directly connected to the swing lever, with operation of the rotary gear member moving the swing lever to shift the open link between the unlocked and locked positions. --

---